PM Conformity Hot Spot Analysis
Project Summary Form for Interagency Consultation

Date Prepared: September 7, 2006

RTIP ID# RIV62015 (2004)
River Road Bridge Replacement Project
Lead Agency: Riverside County

Project Description *(clearly describe project)*

The project would replace an existing bridge across the Santa Ana River at the southern extent of Archibald Avenue as it turns to the southeast to become River Road, linking Riverside County on the west with Norco on the east, and Corona to the southeast (see Figure 1). Existing land use is residential to the southeast and rural to the northwest as the bridge and approach roads traverse Prado Basin Park. The area to the north of Prado Basin Park is rapidly urbanizing. The bridge replacement is required to accommodate FHWA hydraulic design criteria, correct structural deficiencies, substandard width, and provide for adequate existing and future vehicular carrying capacity. The existing bridge has two traffic lanes (one in each direction); the new bridge would provide four traffic lanes (two in each direction). The project limits are Archibald Avenue on the northwest and Bluff Street on the southeast. Turn- and through-lanes would be added at the River Road/Archibald Avenue intersection. Archibald is planned for widening to six lanes from this intersection northward. Turn- and through-lanes would be added at the River Road /Corydon Avenue intersection (the next signalized intersection to the east of Bluff Street). River Road (south of Bluff St.) currently varies from 2 to 3 lanes and is planned for four lanes.

Type of Project *(use Table 1 on instruction sheet)*

The project does not precisely fit any of the categories listed in Table 1. While it provides a much-needed improvement in the arterial network in northwestern Riverside County, it is best described as a "change to an existing subregionally significant Riverside County facility". The project was classified as "not regionally significant" by SCAG in response to the EIR Notice of Preparation.

County	**Narrative Location/Route & Postmiles** CA 08-Riv-KP 4.62/5.76 (PM 2.87/3.58)
Riverside, CA	**Caltrans Projects – EA#** N/A (local assistance project)

Lead Agency: Riverside County Transportation Department

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Hot Spot Pollutant of Concern *(check one or both)* **PM2.5 x** **PM10 x**

Federal Action for which Project-Level PM Conformity is Needed *(check appropriate box)*

Categorical Exclusion (NEPA)		**EA or Draft EIS**		**X**	**FONSI**	**PS&E or Construction**		**X**	**Reevaluation**

Scheduled Date of Federal Action: October 2006

Current Programming Dates *as appropriate*

	PE/Environmental	**ENGR**	**ROW**	**CONST**
Start	February 1998	August 2005	August 2006	July 2007
End	July 2005 (FEIR; FONSI)	February 2007	June 2007	November 2009

Project Purpose and Need (Summary): *(attach additional sheets as necessary)*

The River Road Bridge is located on the Santa Ana River within the Prado Dam detention basin. Since construction of the dam, sediment deposition has continually occurred, raising the river bed at the bridge crossing and severely reducing the clearance beneath the bridge. This, in turn, has resulted in structural damage to the bridge and its supports, frequent closures to traffic, and potential exposure of the public to unsafe conditions. The bridge is also deficient in its vehicular carrying capacity and roadway geometrics. The purposes of the bridge replacement are to: (1) replace a functionally obsolete and structurally deficient facility, (2) provide an adequate bridge waterway to satisfy FHWA hydraulic design criteria, (3) eliminate the need for currently ongoing sediment removal, and (4) provide a bridge with standard shoulders, adequate vehicular carrying capacity (to accommodate planned development), a multiuse recreational trail, and improved public safety.

Surrounding Land Use/Traffic Generators *(especially effect on diesel traffic)*

The bridge is located in the northwest portion of Riverside County along the border between the County and the city of Norco. The Prado Basin Park is located on both sides of the Santa Ana River along River Road. Land use in the surrounding area has historically been agricultural in the unincorporated area north of the bridge and single family residential in the cities of Corona and Norco. Development trends in the unincorporated area have been a rapid conversion of agricultural land to residential subdivisions and neighborhood –serving commercial uses (see Development Activity exhibit). An estimated 13,000 vehicle trips per day cross the river on the bridge (based on 2003 traffic counts).

Opening Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility

No Build (2010): LOS = D; AADT = 15,700 (97.6%) auto; 377 (2.4%) diesel trucks (4 axles & above).

Build (2010): LOS = A; AADT = 15,700 (97.6%) auto; 377 (2.4%) diesel trucks (4 axles & above).

(Existing AADT taken from July 2003 traffic counts {*Counts Unlimited*).

RTP Horizon Year / Design Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility

No Build (2025): LOS = F; AADT = 41,400 (97.6%) autos; 994 (2.4%) diesel trucks (4 axles & above).

Build (2025): LOS = D; AADT = 41,400 (97.6%) autos; 994 (2.4%) diesel trucks (4 axles & above).

(AADT estimated at 3% growth/year. 2025 AADT & LOS estimates taken from Final EIR; June 2005.) Development of the area is dominated by residential construction with neighborhood-serving commercial. There is cross-river truck traffic related to dairy businesses in the area, but dairies are being supplanted by residential development. The proportion of diesel trucks using the new bridge, as a component of total AADT, is not likely to be influenced by subregional growth in this immediate area. Also, there are several more attractive freeway routes available for truck use (see Figure 2).

Opening Year: If facility is an interchange(s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT

N/A. Adjacent intersections would operate at acceptable LOS.

RTP Horizon Year / Design Year: If facility is an interchange (s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT

N/A. Adjacent intersections would operate at acceptable LOS, with proposed lane additions.

Describe potential traffic redistribution effects of congestion relief *(impact on other facilities)*

The proposed bridge replacement would not result in a redistribution of traffic, but would rather accommodate projected volumes at an improved level of service.

Comments/Explanation/Details *(attach additional sheets as necessary)*

The River Road Bridge Replacement Project would not alter local traffic patterns. It also would not affect diesel truck movements, except to improve travel speeds across the bridge. The proportion of diesel truck volumes using the bridge each day is estimated, based on existing traffic counts, to be on the order 2-3% of total AADT. The project qualifies for a finding of "Not POAQC" based on example project criteria presented in *Appendix A; Transportation Conformity Guidance for Qualitative Hot-Spot Analyses in $PM_{2.5}$ and PM_{10} Nonattainment and Maintenance Areas* (USEPA; FHWA; March, 2006). The projected total AADT is on the order of 40,000, whereas the threshold for POAQC is 125,000; the expected truck AADT is about 2-3% of total AADT and 1,000 vehicles, whereas the threshold for POAQC is 8% and 10,000.